



South Mountain Transportation Corridor Study

**November 2005
Public Information Meeting**

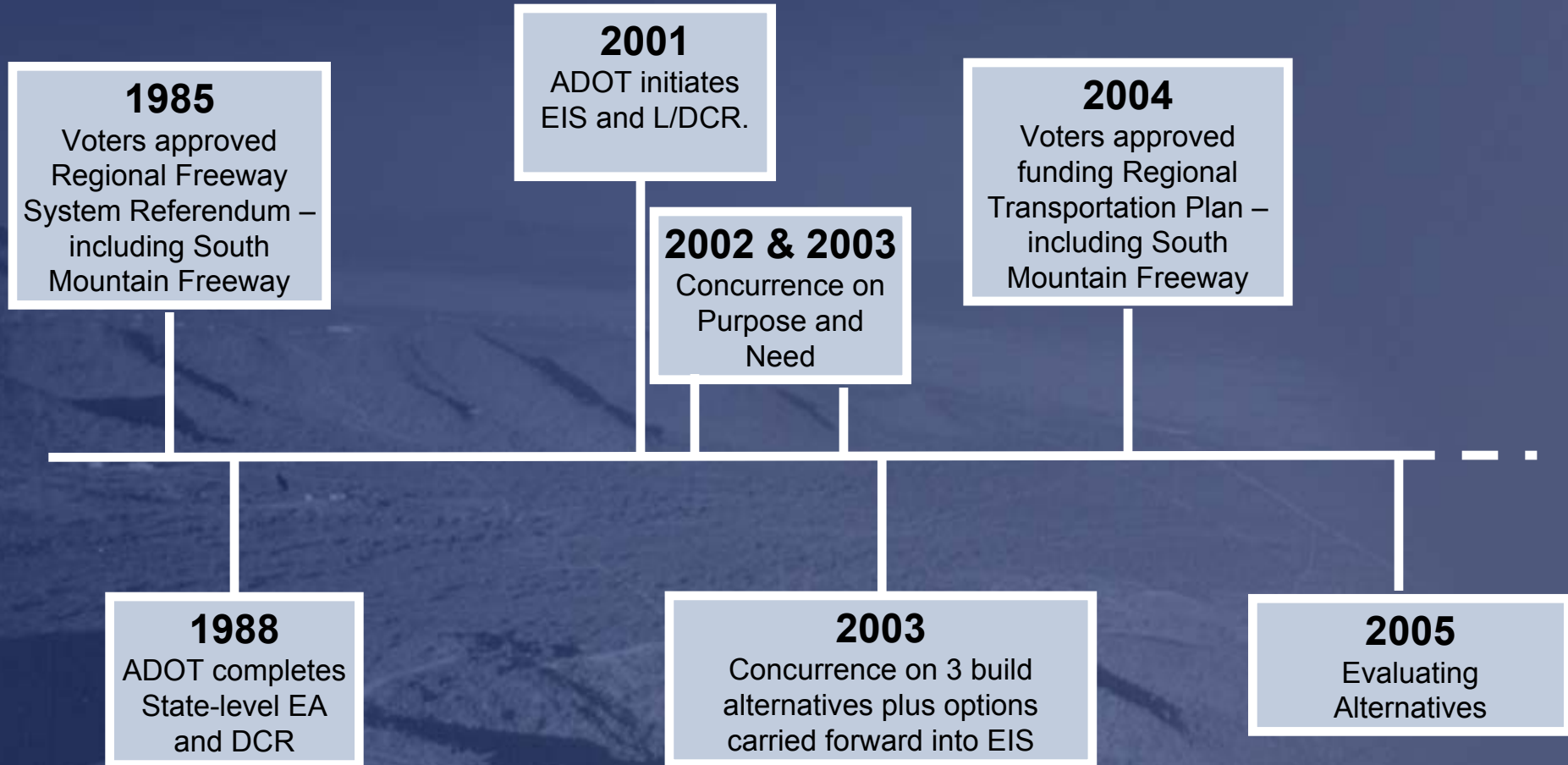


Agenda

- Project Timeline
- Design Considerations
- Impacts Analysis
- Schedule
- Public Input



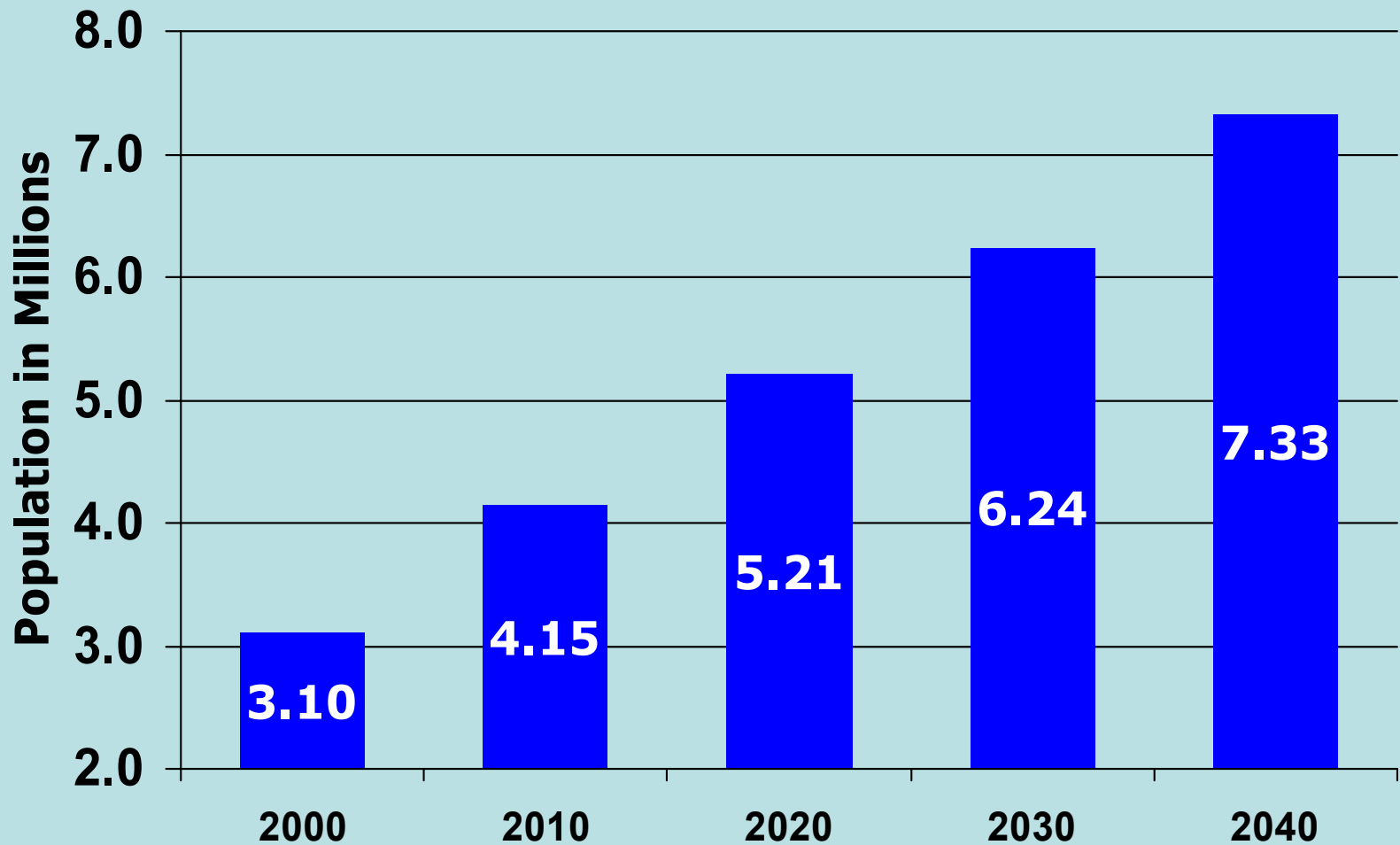
Project Timeline





Project History

Purpose and Need

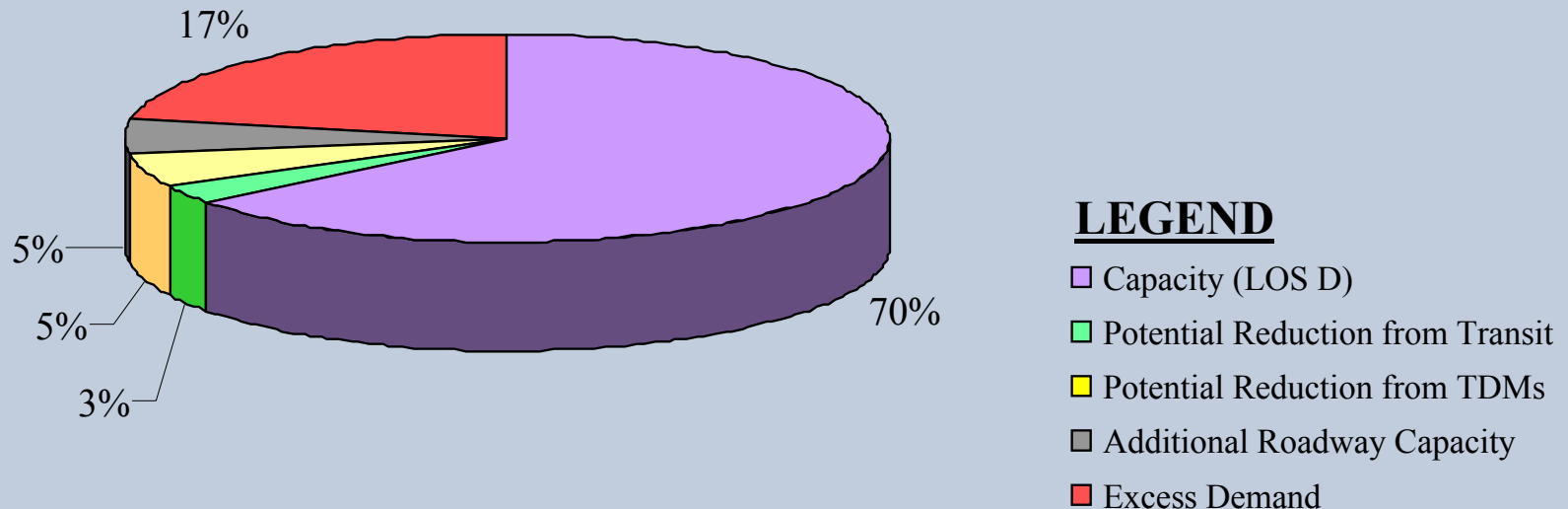




Project History

Purpose and Need

2030 Peak-Hour Directional Travel Demand Percentages Without South Mountain Freeway



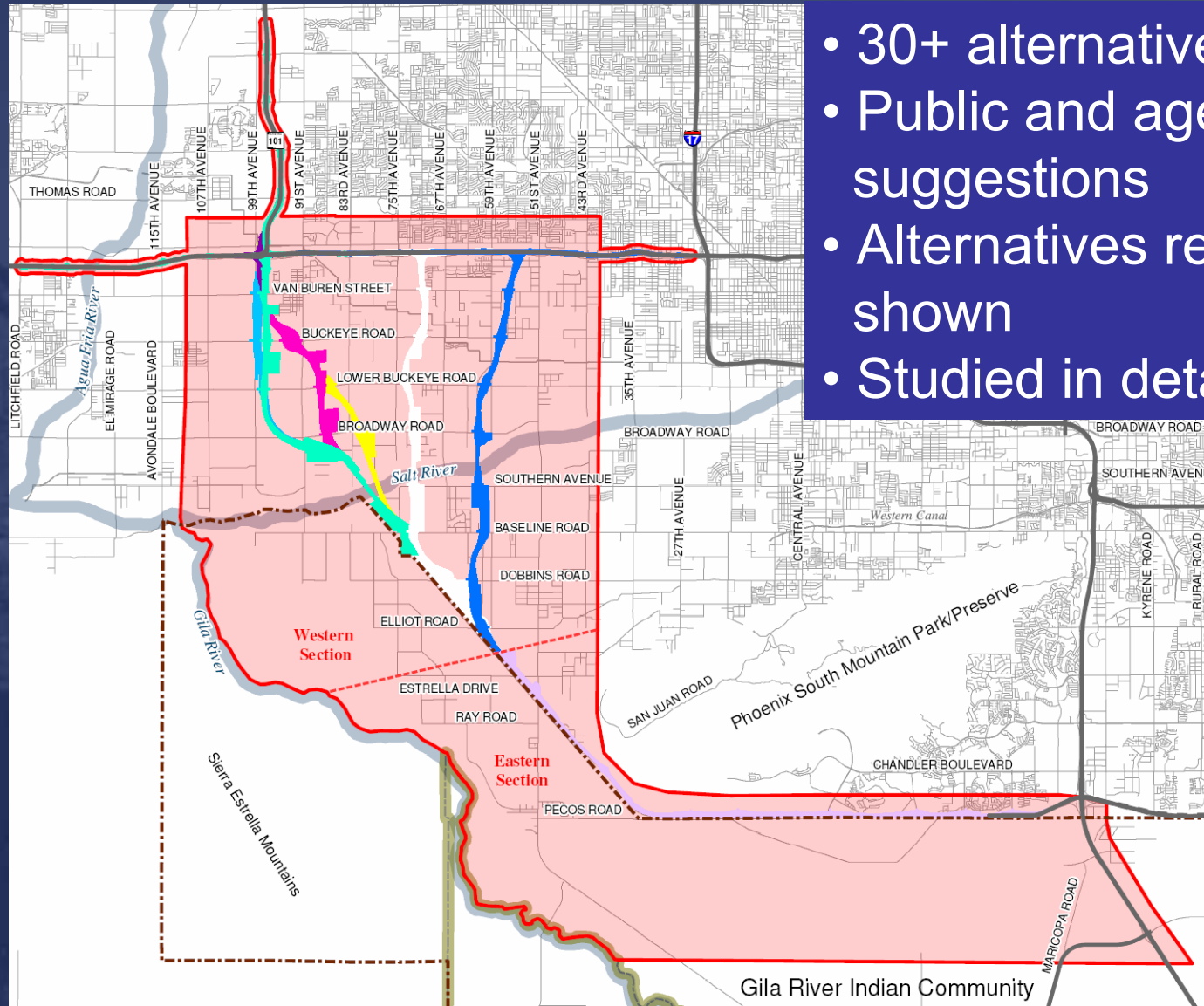


DESIGN CONSIDERATIONS



Design Considerations Alternatives

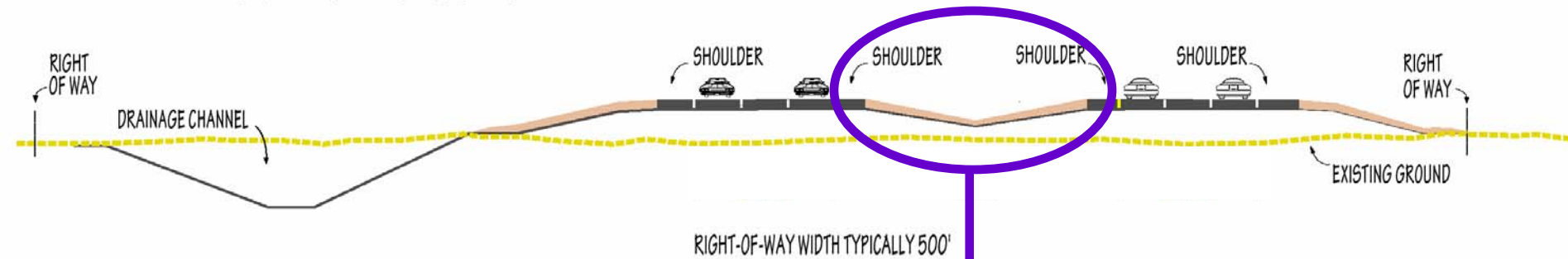
- 30+ alternatives
- Public and agency suggestions
- Alternatives refined to those shown
- Studied in detail in Draft EIS





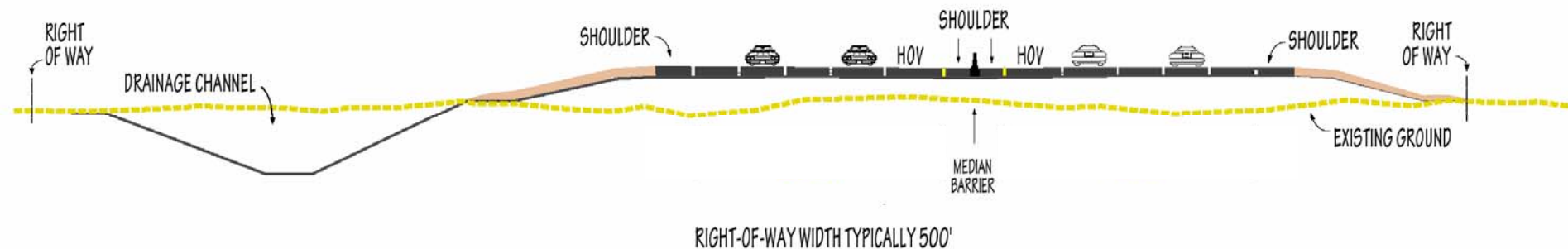
Design Considerations Typical Sections

*Funded Phase
(3-Lanes Each Direction)*



*Build Out
(5-Lanes Each Direction)*

**Future widening to
occur in the median.**





Design Considerations Roadway Elevation

- I-10 (West) to the Salt River
 - On existing ground
 - Elevated over major streets and the railroad
- Salt River to South Mountain
 - 55th Avenue Connection
 - Semi-depressed under Dobbins Road
 - 71st Avenue and Loop 101 Connections
 - On existing ground
 - Elevated over major streets and the Laveen Area Conveyance Channel
 - Options being considered to fully depress
 - Additional impacts – drainage costs



Design Considerations

Roadway Elevation

- South Mountain
 - On existing ground through Dusty Lane area
 - Going through the mountain ridges in open cuts
 - Elevated over existing drainages and trail crossings
- South Mountain to I-10 (East)
 - On existing ground
 - Elevated over major streets and the railroad
 - Options being considered to fully depress
 - Additional impacts – residential relocations, drainage costs



Design Considerations Interchange Locations

- Potential interchange locations are being considered on approximately one mile spacing at major street crossings.
- ADOT works with local communities and jurisdictions regarding locations.



Design Considerations

Interchange Locations

- Proposed interchange locations:

Western Section

Van Buren Street (Access south)
Buckeye Road
Lower Buckeye Road
Broadway Road
Southern Avenue (55th and 71st
Avenue Connections Only)
Baseline Road
Dobbins Road
Elliot Road

Eastern Section

51st Avenue
25th Avenue *
17th Avenue
Desert Foothills Parkway
24th Street
32nd Street (Removed)
40th Street

- These locations are not final. Coordination is ongoing with the affected jurisdictions.

* City of Phoenix considering requesting moving or removing this interchange.



IMPACTS ANALYSIS



Impacts Analysis

What do we study?

- Air Quality
- Cultural Sites
- Environmental Justice
- Threatened & Endangered Species
- Potential Hazardous Waste Sites
- Residential & Business Displacements
- Utilities
- Local Land Use Plans
- Agricultural Lands
- Traffic Operations & Highway Design Standards
- Cost
- Noise
- Public & Jurisdictional Acceptability
- Historic/Public Park Land (Section 4(f))



Impacts Analysis

Why do we study these?

- It's the law.
- To determine adverse and beneficial impacts.
- To compare alternatives.
- To make informed decisions.



Impacts Analysis

Can Impacts Change?

YES.

- Design features are refined.
- Rapid growth in the Western Section of the Study Area.
- Agency and public input can affect design and mitigation.
- Ongoing coordination with Gila River Indian Community.
- Updates to traffic forecasts from MAG model will be incorporated.
- Costs for construction, right-of-way, mitigation are regularly updated.

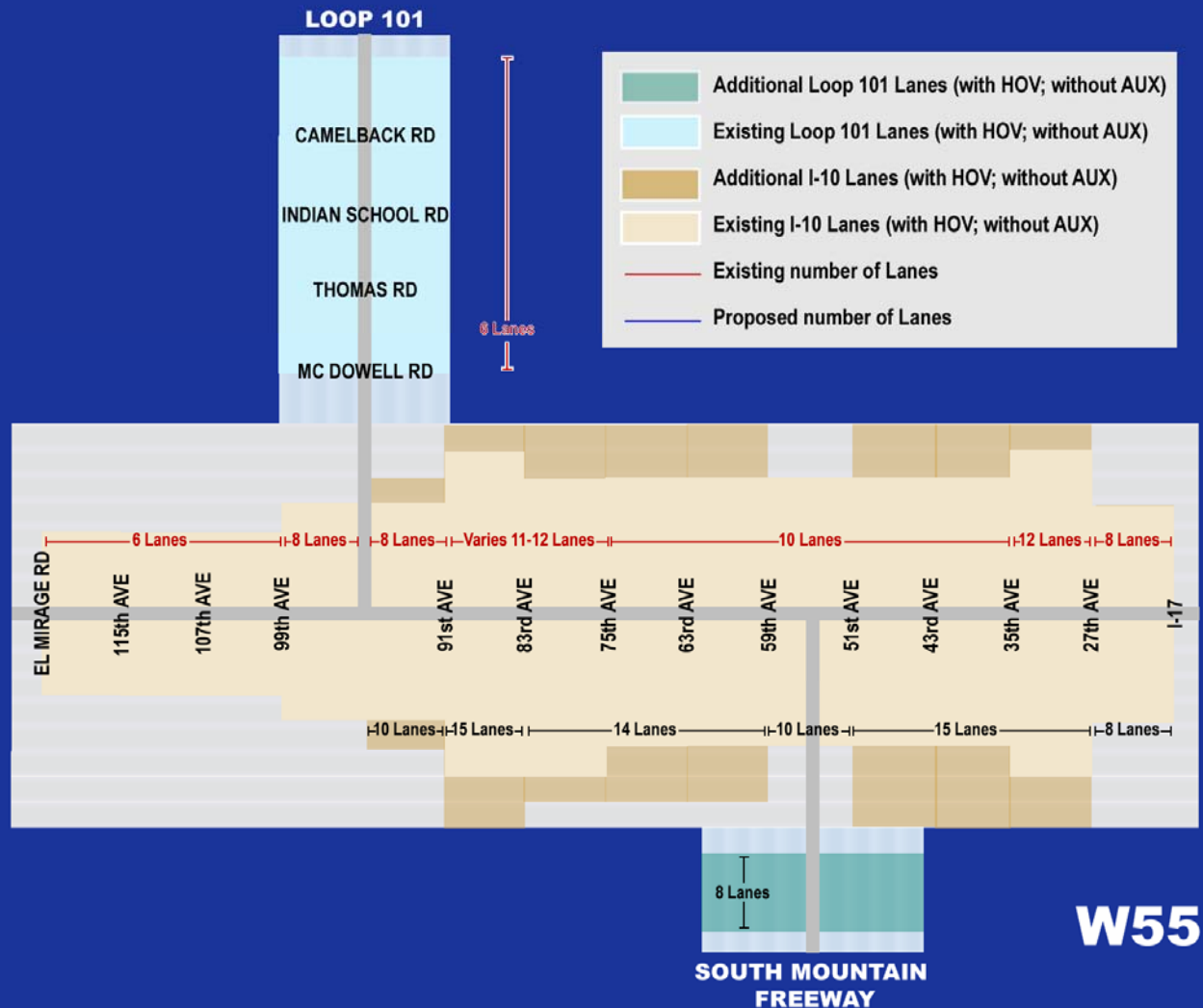
Updated information will be provided in the Draft EIS.



Impacts Analysis

Connections to I-10 (West)

W55 Alternative

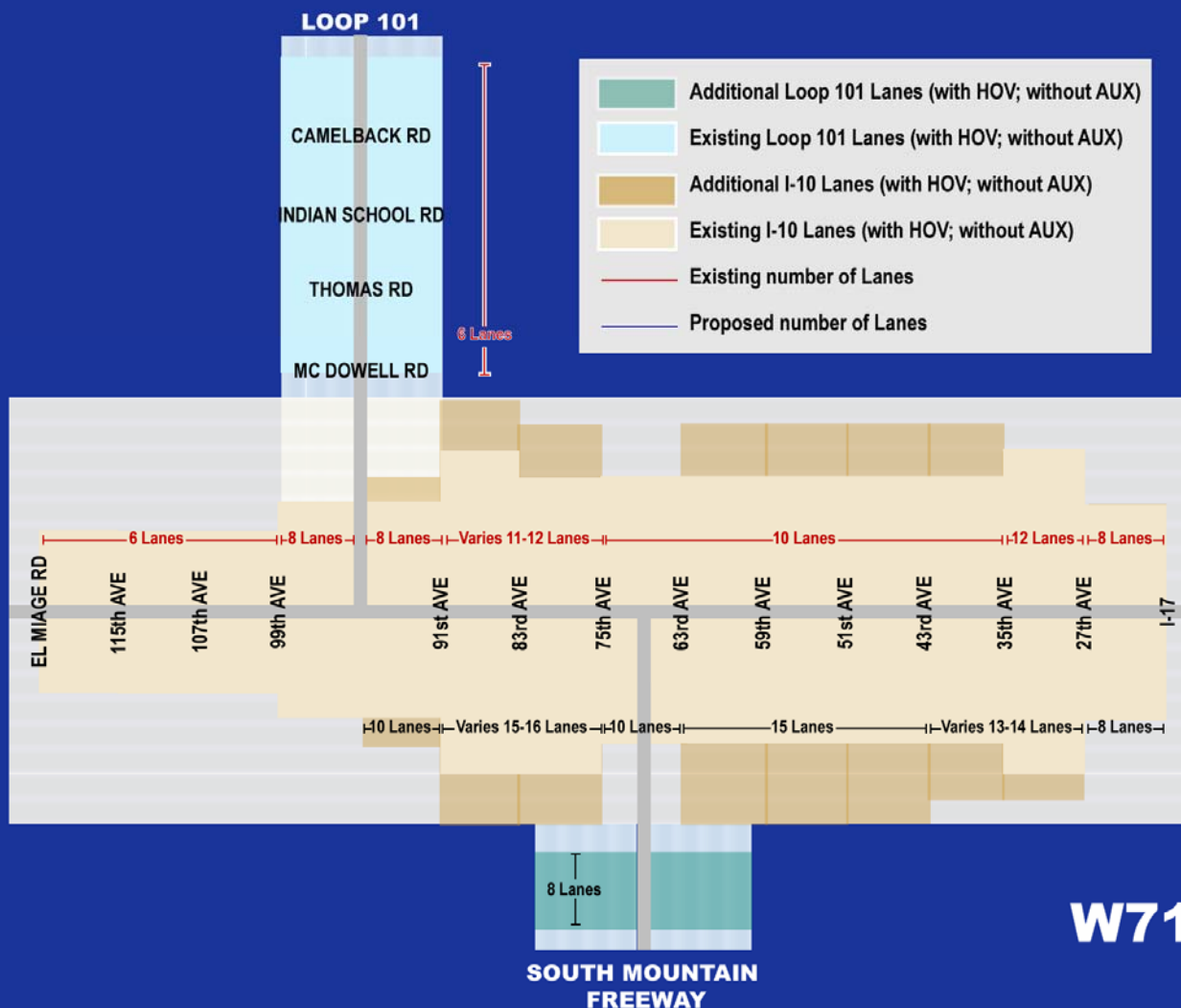




Impacts Analysis

Connections to I-10 (West)

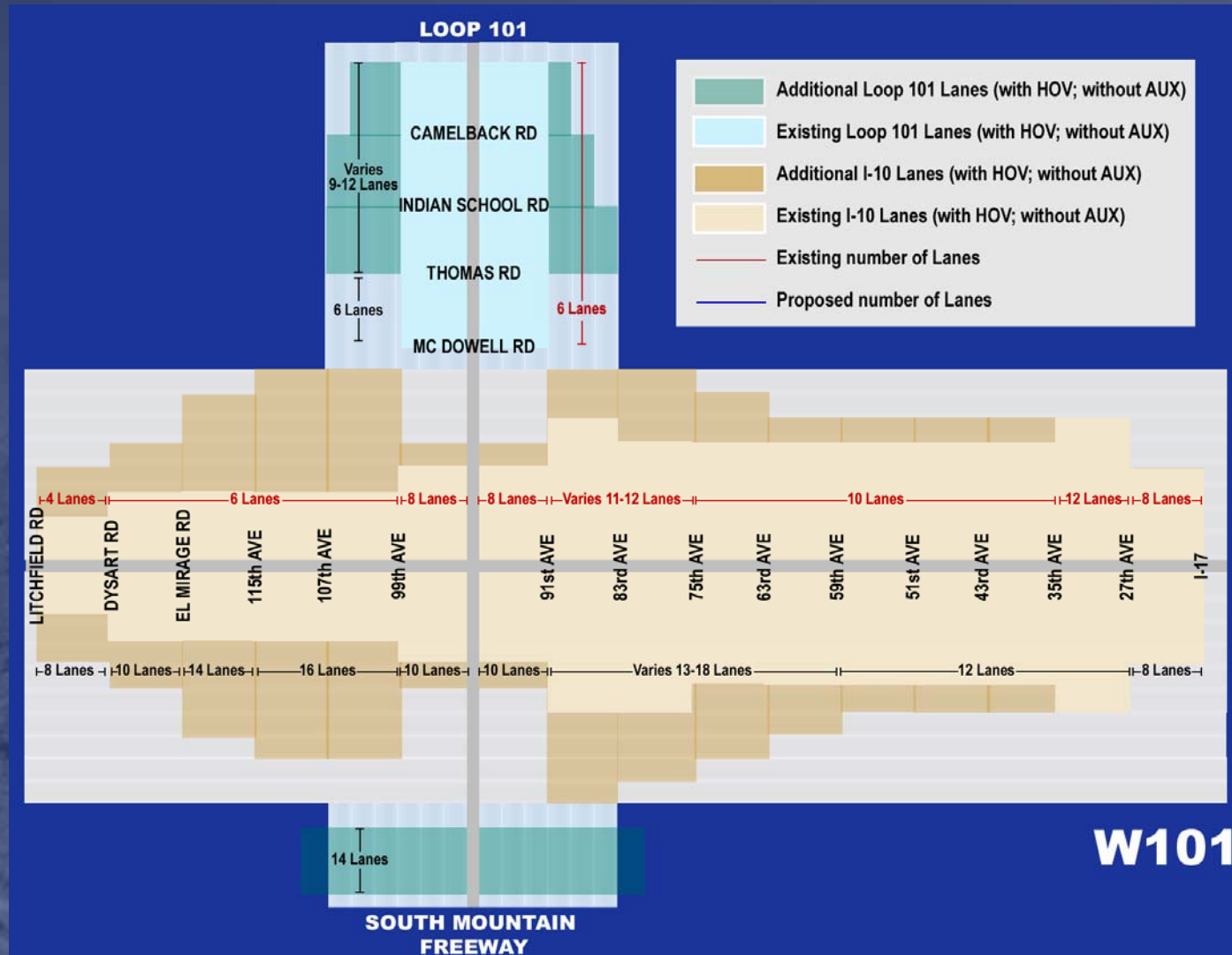
W71 Alternative





Impacts Analysis Connections to I-10 (West)

W101 Alternative





Impacts Analysis Displacements

Connection	Residential *	Business
Western Section		
55 th Avenue	120	70
71 st Avenue	780	15
Loop 101	240 - 530	10 - 15
Eastern Section		
Pecos Road	255	0

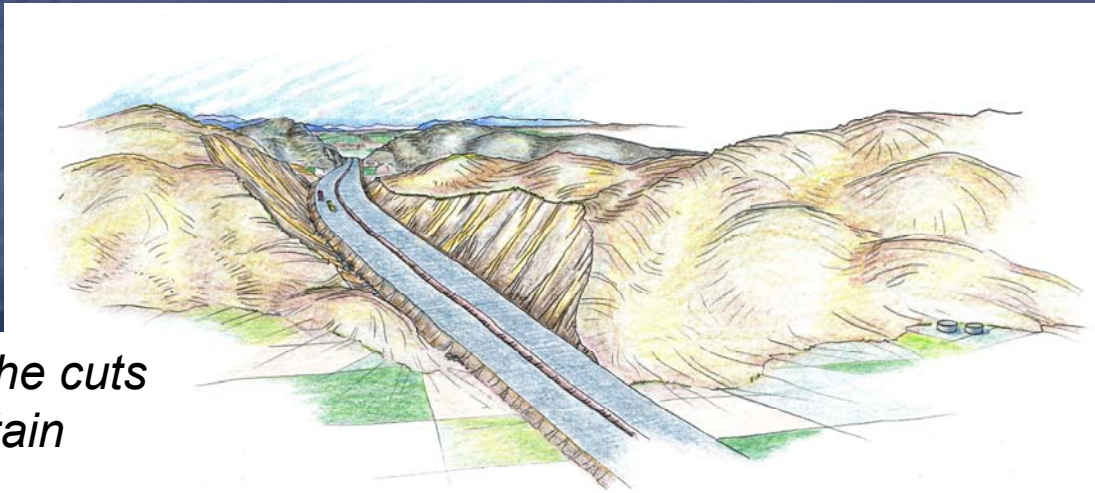
* Includes existing and platted homes

- Relocations calculated based on original roadway elevations



Impacts Analysis South Mountain Park/Preserve

- 32 acres to be converted to freeway
- Location of freeway established to reduce land acquisition from the park/preserve.
- Ongoing coordination with City of Phoenix and potentially affected groups regarding efforts to further reduce affect of going through the park/preserve.



Artist's rendering of the cuts through South Mountain ridges.



Impacts Analysis

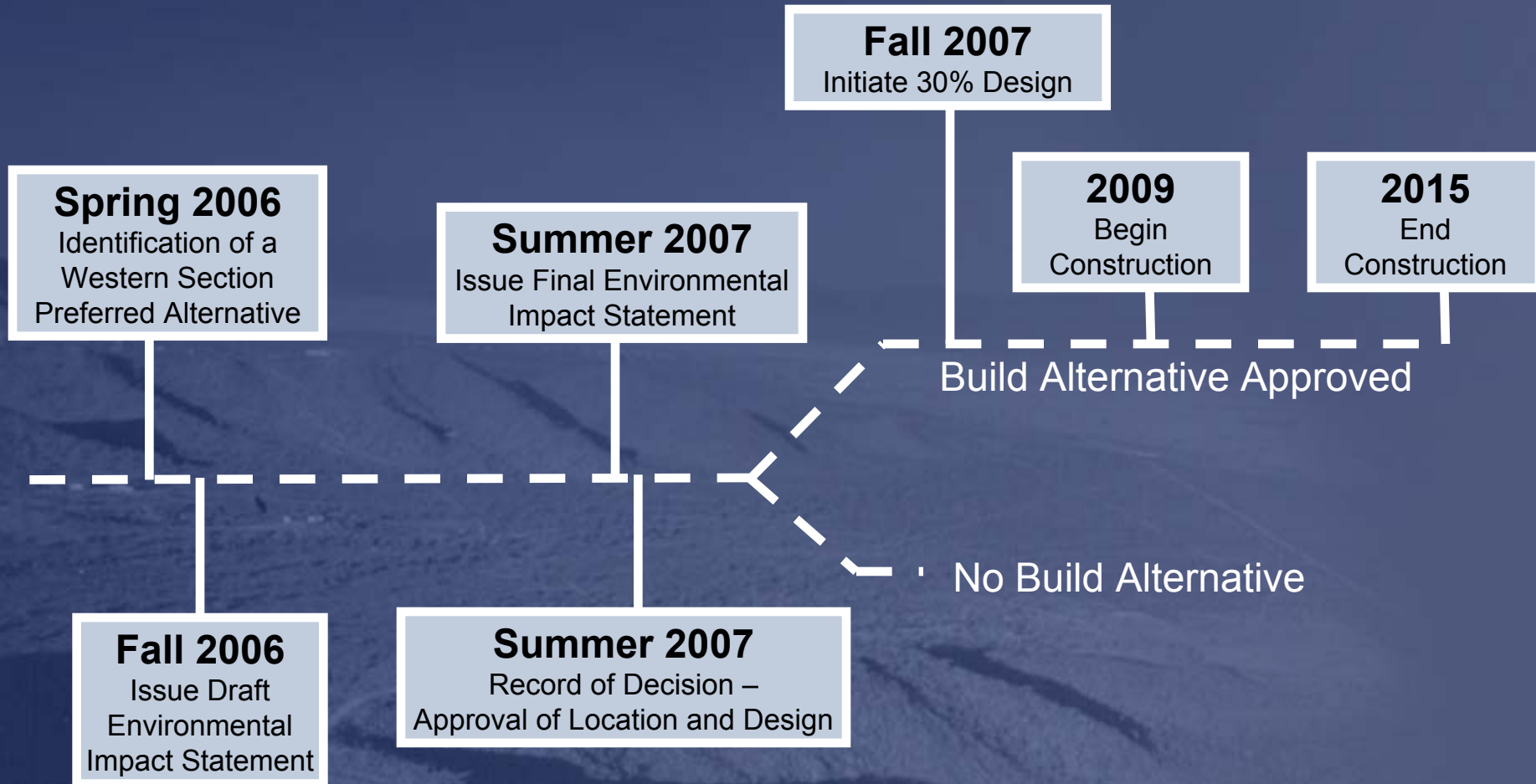
Construction Cost

Connections	Cost
55 th Avenue and Pecos Road	\$1.0 Billion
71 st Avenue and Pecos Road	\$1.1 Billion
Loop 101 and Pecos Road	\$1.3 Billion

- Estimates calculated on 2005 dollars for entire length of corridor.
- Does not include right-of-way and some mitigation.



Schedule *



* Assumes No GRIC Alternatives are available to study



Public Input

How has the public contributed to this study?

- Contributed more than 30 alternatives
- Interchange locations
- Roadway elevation options
- Measures to minimize harm to sensitive resources
- Input on locally significant areas
- Alignment changes to avoid historic and cultural neighborhoods and locations



Public Input Questions & Answers

Comment Forms:

Comment Station Today

Project Website:

www.SouthMountainFreeway.com

Project Telephone Information:

602-712-7006

Project Mailing Address:

HDR, Inc.

3200 East Camelback Road, Suite 350

Phoenix, AZ 85018